



The Massachusetts Bay Transportation Authority

FTA-TRA-22-009

Corrective Action Plan (CAP)

BACKGROUND

Overview: The FTA issued Special Directive 22-4 that required the Massachusetts Bay Transportation Authority (MBTA) to address ongoing safety concerns at MBTA and interim findings uncovered during FTA's Safety Management Inspection (SMI) that was initiated in April 2022.

This Special Directive mandated that MBTA take nine required actions in three distinct categories related to maintenance of way (MOW). These required actions are to address deficiencies in personal protective equipment (PPE) and right of way (ROW) safety; to correct defective track conditions; and to address management practices that negatively impact track repair.

PURPOSE

This Corrective Action Plan has been developed to address **Special Directive 22-4 Category 3: Management Practices** and its Required Action **FTA-TRA-22-009**

FTA Finding

Management Practices

- MBTA's Green Line work train has been inoperable for at least 8 months.

FTA Required Action

- **FTA-TRA-22-009:** MBTA must restore Green Line work train capabilities.

ANALYSIS AND RECOMMENDATIONS

Analysis

- The MBTA does not have a serviceable Green Line GPL (4361) or Crane (4360) work train.
- MBTA Green Line operates a flat car work train for hauling rail (4362) which is currently being retrofitted with safety chains
- Out of services vehicles are both being actively worked on.

Recommendations

- MBTA will complete the work to restore Green Line work trains, 4360, 4361 and 4362 to a serviceable condition as expeditiously as possible.

ACTION PLAN

- **Description:** MBTA will repair the Green Line work trains, including the flat car, crane car and work car to good working order. The MBTA has an active plan to procure additional equipment which includes:
 - 3 crane cars
 - 6 flat cars
 - 2 wire cars



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PLAN STRUCTURE

#	Actionable Items	Description	Responsible Party ¹	Est Start ²	Est End ³
1	MBTA will schedule and execute the repair of the Green Line crane car #4360	A purchase order has been issued to the Vendor, First Electric, for 4 newly built motors. Delivery date is 12-14 weeks which will bring the delivery date to the middle of September 2022. Installation will take 1-2 weeks once delivered.	VM: Davis	Underway	10/30/22
2	MBTA will schedule and execute the repair of the Green Line GPL work car #4361	The Green Line GPL (Generator, Pump, Lift) work car is being repaired to perform as a prime mover (locomotive)	VM: Davis	8/1/22	12/1/22
3	MBTA will schedule and execute the repair of the Green Line flat car #4362	Vehicle Maintenance will repair the out of service 4362 Flat Car to include installation of safety chains	VM: Davis	Underway	6/17/22
4	CAP Verification	MBTA departments will evaluate actionable items/deliverables before submission to FTA to confirm there is evidence that the findings and this required action have been resolved, taking into account the scope and performance measures.	OCE: P. Hadley	Ongoing	

COMPLETION DOCUMENTATION

Performance Metrics

Expected Completion: The repairs to the Green Line Flat Car (#4362) are complete, the repairs to the Crane Car (#4360) will be completed by late fall 2022, the GPL (#4361) will be repaired by the end of the year.

Verification

Overview: Vehicle Maintenance will report out on progress for repairs to the two remaining work cars at each biweekly Safety/Operations working group calls.

BUDGET/COST ESTIMATE

Overview: The repairs to the Green Line work cars are under way, and covered under the Vehicle Maintenance Operating Budget, no additional budget is required at this time.

Segment Code	Cost Estimate
Total	

¹ In the event of personnel or departmental changes, responsibilities for actionable items shall transfer to the new leadership.

² Est Start – Estimated Start Date

³ Est End Estimated Completion Date



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CORRECTIVE ACTION PLAN COMMITMENT

Responsible Parties

Department ⁴	Name	email	Signature
E&M	Joseph Cheever	[REDACTED]	Joseph Cheever DocuSigned by: 18733C9440004F7
Vehicle Maintenance	Stephens Hicks	[REDACTED]	Stephens Hicks DocuSigned by: 3F07E3E7225B43C
OCC & Training	Aisheea Isidor	[REDACTED]	Aisheea Isidor DocuSigned by: 4341C07EE20A4DA
Office of Chief Engineer	Erik Stoothoff	[REDACTED]	Erik Stoothoff DocuSigned by: 120D562D9D5E347B
Human Resources	Thomas Waye	[REDACTED]	Thomas Waye DocuSigned by: 06923AF953BE462
Budget	Mary Anne O'Hara	[REDACTED]	Mary Anne O'Hara DocuSigned by: 3F02AECAC0694B1
Labor Relations	Ahmad Barnes	[REDACTED]	Ahmad Barnes DocuSigned by: C903D700892247D
Procurement	Jeffrey Cook	[REDACTED]	Raymond F. Wise DocuSigned by: BE7997394DED4D2
Safety	Ronald Ester	[REDACTED]	

Executive Leadership of Responsible Parties

DocuSigned by: 3BE466B7125C441	7/15/2022
Jeffrey D. Gonnevillle MBTA Deputy General Manager	Date
DocuSigned by: 1818C5AFC522467	7/15/2022
David Panagore MBTA Chief Administrative Officer	Date
DocuSigned by: 30C25B06E237430	7/15/2022
Ronald Ester MBTA Chief Safety Officer	Date

⁴ Offices designated as supporting roles provide subject matter expertise to responsible parties during action development and are not directly responsible for delivery of actionable items listed above.



The Massachusetts Bay Transportation Authority
Massachusetts Bay Transportation Authority, a legal entity, is a public agency of the Commonwealth of Massachusetts, created by Chapter 244A of the Massachusetts General Laws, and is a public corporation of the Commonwealth of Massachusetts.

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DocuSigned by:  8B6CDDC4461D4D5	7/15/2022
Steve Poftak MBTA General Manager	Date